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III

this maneuver, as though the object were under mechanical control, and certainly under very positive control. The maneuver was smoothly and perfectly executed. The craft neither over-ran the lead man or dropped behind.

The reason I mentioned the mechanical or automatic control is because of the behavior of another of these groups consisting of four objects. This was more of a side view and I was unable to determine just what type of formation was employed, however they appeared to be in a line. The last three objects were spaced at equal intervals. The interval between the lead object and the second in line was about three times the interval between any of the others. Then, in almost an instant this interval was shortened and all objects were then evenly spaced. I could not tell whether the lead craft slowed down or the others accelerated but the performance indicated very positive control and tremendous flexibility in speed control.

Most of these objects appeared to be on courses ranging from 300° to 020°. The greatest change in direction was observed when three objects flying in a V formation passed to the east of me at an elevation of about 70° and on a northerly heading. These objects appeared to be in a shallow bank and as they passed over they increased their degree of bank to about 60° however their turning radius was very large and I do not believe they changed course as much as 090 before they disappeared from view. I observed no noticeable change in altitude, but I did notice in one group of nine that there appeared to be a small

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